

In the Claims:

1-4. (Canceled)

5. (Currently Amended): A method for alerting the pilot of an aircraft to a potential go-around condition comprising the steps of:

monitoring a plurality of parameters indicative of an unstabilized approach;
assigning a risk of go-around value according to each of said parameters;
summing the assigned risk values; and
asserting an alert signal when said summation value exceeds a predetermined threshold amount.

6. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a change in a speed of the aircraft.

7. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a runway wind condition.

8. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a flight path angle of the aircraft.

9. (Original): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a position of the aircraft.

10. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a track of the aircraft.

11. (Original): The method of claim 5 wherein said step of asserting an alert signal comprises the step of commanding an autopilot go-around maneuver.

12. (Original): The method of claim 5 wherein said step of asserting an alert signal further comprises the steps of:

asserting a go-around caution alert signal when said value exceeds a first threshold amount and is less than a second threshold amount; and

asserting a go-around warning signal when said value exceeds said second threshold amount.

13. (Currently Amended): A method of alerting the pilot of an aircraft to a potential go-around condition comprising the steps of:

monitoring a plurality of parameters indicative of a runway landing length required;
assigning a risk of runway overrun value ~~based on~~ for each of said plurality of parameters;

summing the assigned risk values; and

asserting an alert signal when said summation risk value exceeds a predetermined threshold value,

wherein the plurality of parameters include runway length.

14. (Original): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring a deceleration required to stop the aircraft.

15. (Withdrawn): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring a runway surface condition.

16. (Withdrawn): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring at least one atmospheric condition.

17. (Original): The method of claim 13 wherein said step of asserting an alert signal further comprises the steps of:

asserting a go-around caution alert signal when said value exceeds a first threshold amount and is less than a second threshold amount; and

asserting a go-around warning signal when said value exceeds said second threshold amount.

18. (Original): The method of claim 13 wherein said step of asserting an alert signal comprises the step of commanding an autopilot go-around maneuver.

19-20. (Canceled)

21. (Currently Amended): A computer program product for alerting the pilot of an aircraft to a potential go-around condition comprising:

 a computer readable storage medium having computer readable program code means embodied in said medium, said computer readable program code means having:

 a first computer instruction means for accessing and monitoring a plurality of parameters indicative of an unstabilized approach;

 a second computer instruction means for assigning a risk of go-around value ~~according~~ to each of said parameters;

 a third computer instruction means for summing the assigned risk values; and

 a ~~third~~ fourth computer instruction means for asserting an alert signal when said summation ~~risk~~ value exceeds a predetermined threshold amount.

22. (Original): The computer program product of claim 21 further comprising a fourth instruction means for asserting an autopilot go-around command when said alert signal is asserted.

23. (Currently Amended): A computer program product for alerting the pilot of an aircraft to a potential go around condition comprising:

 a computer readable storage medium having computer readable program code means embodied in said medium, said computer readable program code means having:

 a first computer instruction means for accessing and monitoring a plurality of parameters indicative of a runway landing length required;

 a second computer instruction means for assigning a risk of runway overrun value ~~based on~~ for each of said plurality of parameters;

 a third computer instruction means for summing the assigned risk values; and

 a ~~third~~ fourth computer instruction means for asserting an alert signal when said summation ~~risk~~ value exceeds a predetermined threshold value,

wherein the plurality of parameters include runway length.

24. (Original): The computer program product of claim 23 further including a fourth computer instruction means for asserting an autopilot go-around command when said alert signal is asserted.

25. (Currently Amended): An apparatus for alerting the pilot of an aircraft to a potential go-around condition comprising:

an input coupled to receive a plurality of parameters useful as indicators of an unstabilized approach;

an output; and

a signal processing device, coupled to said input, and to said output for:

assigning a risk of go-around value according to each of said parameters;

summing the assigned risk values; and

asserting an alert signal when said summation value exceeds a predetermined threshold amount.

26. (Original): The apparatus of claim 25 wherein said apparatus comprises an Enhanced Ground Proximity Warning computer.

27. (Original): The apparatus of claim 25 wherein said alert signal further includes signals useful for driving a display.

28. (Original): The apparatus of claim 25 wherein said alert signal further includes an aural alert signal.

29. (Withdrawn): The apparatus of claim 25 wherein said parameters include a change in a speed of the aircraft.

30. (Withdrawn): The apparatus of claim 25 wherein said parameters include a runway wind condition.

31. (Withdrawn): The apparatus of claim 25 wherein said parameters include a flight path angle of the aircraft.

32. (Original): The apparatus of claim 25 wherein said parameters include a position of the aircraft.

33. (Withdrawn): The apparatus of claim 25 wherein said parameters include a track of the aircraft.

34. (Original): The apparatus of claim 25 wherein said alert signal comprises an autopilot go-around maneuver command.

35. (Withdrawn): The apparatus of claim 25 further including a database of runway data.

36. (Withdrawn): The apparatus of claim 25 wherein said parameters include runway data.

37. (Original): The apparatus of claim 25 wherein said parameters include terrain data.

38. (Currently Amended): An apparatus for alerting the pilot of an aircraft to a potential go-around condition comprising:

an input coupled to receive a plurality of parameters useful as indicative of a runway landing length required;

an output; and

a signal processing device, coupled to said input and to said output, for:

assigning a risk of runway overrun value ~~based on~~ to each of said plurality of parameters;

summing the assigned risk values; and

asserting an alert signal when said summation risk value exceeds a predetermined threshold value,

wherein the plurality of parameters include runway length.

39. (Original): The apparatus of claim 38 wherein said parameters include a deceleration required to stop the aircraft.

40. (Withdrawn): The apparatus of claim 38 wherein said parameters include a runway surface condition.

41. (Withdrawn): The apparatus of claim 38 wherein said parameters include at least one atmospheric condition.

42. (Original): The apparatus of claim 38 wherein said apparatus comprises an Enhanced Ground Proximity Warning computer.

43. (Original): The apparatus of claim 38 wherein said alert signal further includes signals useful for driving a display.

44. (Original): The apparatus of claim 38 wherein said alert signal further includes an aural alert signal.

45. (Original): The apparatus of claim 38 wherein said alert signal comprises an autopilot go-around maneuver command.

46. (Withdrawn): The apparatus of claim 38 further including a database of runway data.

47. (Withdrawn): The apparatus of claim 38 wherein said parameters include runway data.

48. (Original): The apparatus of claim 38 wherein said parameters include terrain data.

49-59. (Canceled)